

## Strange Sirens of the Sunny Seas

The Portuguese Man o' War a Marvel to Science and a Thing of Rainbow Beauty



The Portuguese man o' war, one of the wonders of the world.

### LITTLE INTERVIEWS

WHEN I came to El Paso as a boy I little dreamed that a wonder city like the present one would grow up here on what was then a sheep ranch," said Gen. Anson Mills, who is making his annual visit here. "I had exactly \$10 and a lot of enthusiasm as my total capital. I knew that there would be a town here for it was the half way place to the coast and the entrance to the great republic to the south. But no man without a supernatural vision could have foreseen what this city would be destined to become. Its buildings are substantial as are its people, the population has come here from the four quarters of the western hemisphere and from Europe to make this their home. It is a cosmopolitan city in the best use of the word. It is a young man's city and one made by young men who have been in earnest."

"In driving over the city that I always call home, the residence district is very much of a marvel to me that in the splendid, substantial business district."

"I have been advised by representative A. S. J. Kaylor of the passage of the certified public accountant bill through the legislature," said W. B. Jones. "The new law simply licenses accountants, making them certified accountants upon the basis of examination. A similar law is now in force in 23 states of the Union and in 14 years ago today."

### 14 Years Ago Today

From The Herald This Date 1901.

It is likely that the Democratic primaries will be held Saturday night and the convention in the following Monday. It is considered that Joseph Magallon will be the unanimous choice of the convention here. The anti-Magallonists held a meeting and named a slate, which, however, is being kept secret.

John C. Creel is here on a business visit from Chihuahua. R. H. Burdett left last night on a business trip to Chicago. Harry Berchard left yesterday on a business trip to El Paso.

Mrs. Lew Gilbert, who has been ill for some weeks, is about again. The J. O. P. club met at Miss Inez Dwyer's last Saturday afternoon. On Monday afternoon Mrs. Kohlberg entertained her friends at cards at Mrs. Holmes.

Miss Grace Cottingham, sister of R. A. Cottingham, arrived here yesterday from Montreal, Can. George Eland is about again after having been laid up for some days with an injured foot.

Sam Carter left this morning for San Francisco, where he will attend the meeting of the B. of L. E. F. Smith, son of Capt. James M. Smith, of this city, is visiting his father, having come up from Parral.

Monroe Harper and J. K. Friend left yesterday for their mining property at Leon. Their visit will be a short one.

Captain Hughes, of the rangers, who was accidentally shot in the foot, came in yesterday from Yuleta to have his wound treated at Hotel Dietz.

By GARRETT P. SERVISS.

THEIR is in the American Museum of Natural History, near a window in Darwin Hall, a wonderfully life-like and beautiful glass model of one of the queerest animals in the world, a "Portuguese man-of-war." It is an inhabitant of the ocean, a mollusc, living especially the warm waters of the Gulf Stream, with their gleams of tropical sunshine, and their little noon-day breezes. Here is a photograph of it under full sail, as it appears in the museum, but without the flower-like coloring which makes it as beautiful as some strange, delicately tinted orchid.

The tentacles that hang like shimmering strings of pearls from the floating form, are in this instance, perhaps two yards in length, but in some specimens they attain a length of twenty feet. They are armed with rows of stinging cells, which like electric sparks and are fatal in their effects upon small fishes.

The name comes, as may be guessed, from the striking resemblance to the outline of a ship under sail, and this name is further justified by the fact that as the strange creature is driven along by the wind it takes on every form of a sailing vessel, from a schooner to a steamship. It is most surprising when struck by little waves or tossed in the troughs of little waves, which seem to be in a smooth swell of a midsummer sea. I remember once seeing a Portuguese man-of-war from the deck of an Atlantic liner, which was so near it that I could see the details of its structure. It was a beautiful sight with its rainbow hues, and so fascinating with its apparently stinging tentacles that people leaning over the rail to look on all sides and wished to the sails to lean over and watch.

The ship of pearl which, poets feign, sails the uncharted main, like electric sparks and are fatal in their effects upon small fishes.

In quite enchanting. But this captivately beautiful organism is as much a marvel to science as it is an inspiration to poets. It is not a simple creature, as it seems to be, but a complex one, a very strange creature in the multiplicity of its individual existence which are included under its form.

Used as far as Kern place, where we went to shoot jack rabbits, the bodies are being built and the tentacles are being used to catch the food. The city has extended to the fort and down the valley. It is with a pardonable pride that I see all this for the settlement of my boyhood has been vindicated and I build better than I knew when I was a boy.

That building was to have been only a four story one to replace the one which stood on the corner. I was induced to make it six and finally eight. At the dinner with which my friends honored me I decided to make it a story more. I have lived to see it completed on the eight finished floor and I let the contract today for the construction of the remaining four floors. That building has made good because El Paso has made good and I am, I believe, justly proud of both.

"The frequency of automobile accidents in this city is directly traceable to one cause, and that is lack of proper traffic ordinances," said J. W. Everman. "All sorts of laws regarding rates of speed, crossings and the like may be framed but, until there is some strict law relative to examinations of drivers, El Paso's crop of auto accidents will not diminish. I have seen boys who could hardly look over the steering wheel driving heavy cars over which they would have no control if placed in a tight fix. I think that it would be a good idea to make it a law that no one should be allowed to drive a car until he has passed an examination. I am sure that fully 75 percent of the accidents are directly traceable to 'green' drivers who do not know what to do to avert an accident."

"The new International brick plant is one of the largest industrial plants in El Paso has been secured," said A. P. Cole. "The big plant is being built with an eye to the future and thousands of dollars are being invested in the very latest and most approved machinery. The plant will employ many high grade workmen and the location here is a distinct addition to commercial El Paso. The money that is being invested and the extensive lines along which the plant is being built is an excellent demonstration of the confidence that those who are behind the enterprise feel in the future growth of El Paso."

"I have been advised by representative A. S. J. Kaylor of the passage of the certified public accountant bill through the legislature," said W. B. Jones. "The new law simply licenses accountants, making them certified accountants upon the basis of examination. A similar law is now in force in 23 states of the Union and in 14 years ago today."

Miss Georgia Sullivan, assisted by her sister, Mrs. Knobloch, entertained a number of her friends at high five here home in Juarez Saturday in honor of Miss Celia Kindrick.

Miss Knapp entertained a few of her friends last week at a Dutch lunch. Those attending were Misses Harvey, Kelly, Cohen, Hillman, Sweeney and Mrs. Knapp. The party was given at the home of Miss Knapp, 1015 North Street.

Miss Grace Cottingham, sister of R. A. Cottingham, arrived here yesterday from Montreal, Can. George Eland is about again after having been laid up for some days with an injured foot.

Sam Carter left this morning for San Francisco, where he will attend the meeting of the B. of L. E. F. Smith, son of Capt. James M. Smith, of this city, is visiting his father, having come up from Parral.

Monroe Harper and J. K. Friend left yesterday for their mining property at Leon. Their visit will be a short one.

Captain Hughes, of the rangers, who was accidentally shot in the foot, came in yesterday from Yuleta to have his wound treated at Hotel Dietz.

### On the Bridge

I STOOD on the bridge at midnight, and looked at the sleeping town, where the pleasure seekers were holding the sidewalks down. The moon rose over the city and shone on the fumes and gents, but the glare of the lights electric made it look like twenty cents. The windows of homes were lit, for no one was staying there; the children, as well as grownups, were all in the Great White Glare. Deserted—were all the fireplaces, abandoned the old time game; alas, that the old home circle is naught but an empty name! The father is out chug-chugging, the mother is at her club, the kids see the moving pictures, and go to hotels for grub. How often, oh, how often, in the days that seemed good to me, have I looked at the children playing at home, where they ought to be! How often, oh, how often, in those days of the proper stamp, have I gazed on the parents reading, at home, by the evening lamp! But the world has gone to thunder, forgotten that elder day; and I took up the bridge and broke it, and threw all the chunks away.

(Copyright by George J. Adams.)

WALT MASON.

## Letters To The Herald

(All communications must bear the signature of the writer, but the name will be withheld if requested.)

### SAYS LIGHTS TOO HIGH.

Editor El Paso Herald: I have noticed with a great deal of interest the controversy over the "blue" cars, and while I think they should be regulated to a certain extent, I do not think they should be imposed on. Now while I have never patronized a "blue" car, I delight in seeing the revenue of the street railway company cut into, as it seems to me they have had it all their way too long, and while their service is fair on the street, the principal thing I object to is their outlandish charge for their electric lighting. It is more than double what it is elsewhere, and something should be done to compel them to lower their rates. In my place, I have paid at the rate of \$15 a month for the past two years, when for the same service in Kansas City I paid about \$4. Consequently I think if the people of El Paso would make a fight, something might be accomplished in bringing down this outrageous cost of electric lighting.

J. P. L.

### FLY BREEDING GROUND.

Editor El Paso Herald: Perhaps you may think it impudent for a newcomer to express an opinion regarding the fly problem, but I have noticed various articles in your good paper in reference to "swatting" the fly.

This is a splendid movement and everyone should assist. However, it occurs to me that it is the time to use an ounce of prevention. A few days ago I had occasion to pass a certain lively stable on West Second street, where I saw a large number of flies breeding in the manure. I was astonished and almost overcome by the terrible stench that arose from this place. It is my belief that these flies will continue to breed in places like this until the breeding place of more flies than all the citizens of El Paso could "swat" during the whole of the summer.

It would be interesting to know the full history and all the internal economy of the fly, but I am sure that the members of the organization which are grouped just under the balloon will look, from their point of view, that they might be regarded as the strange community. One may be sure that there are oligarchs there, for no community is so equal as the fly.

But, go and see the beautiful model that we have been describing, and the other strange creatures displayed in the cases and window alcoves all around it; for there, if you wish it, is the beginning of an education in science waiting for you, free of cost.

a good measure in protecting those who are qualified as accountants. These boards will consist of three members who, I believe, will be appointed by the governor."

"As a result of inquiries sent out we are greatly in hopes that the purchasers of the courthouse will all agree to build the building here," said county judge Adrian Pool. "You will recall that the bonds, which were sold to build the courthouse, were sold to the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

Mr. Curtis, you are the same party that sent a letter to The Herald some time ago, asking me, F. W. ten Vapel, conductor No. 15, for the courtesy and politeness shown impartially to Mexicans and the people of El Paso and the Electric Street Railway company that took up the bonds on the condition that they would build the courthouse here. I am sure that the people of El Paso will be greatly interested in the result of the election."

### AMERICAN RAILROADS

BY GEORGE FITCH.

Author of "At Good Old Swank."

WHEN an American railroad starts out on its travels, there is no telling where it will end. The Illinois Central was built under the auspices of the state of Illinois in the earliest part of the century. The Illinois Central was built under the auspices of the state of Illinois in the earliest part of the century. The Illinois Central was built under the auspices of the state of Illinois in the earliest part of the century.

When the Illinois Central was first built, it formed a backbone for the state, running from Freeport to Cairo. However, Chicago, which grew up afterward, disturbed the center of circulation and seriously threatened the Chicago branch of the road is now its greatest property. It is double tracked from Chicago to New Orleans and has 4800 miles of road, including a line to Omaha. It also exercises a paternal supervision over the Yazoo Valley system, a competing line in Mississippi, which it owns. Competing for business with one's self under another name is one of the pleasantest forms of amusement ever devised.

When the Illinois Central was built, it received much aid from the state of Illinois, in return for which it has paid the state a percentage of its earnings and allow the governor to sit on its board of directors. One of its favorite local diversions is the Illinois Central fair, which is held in the city of Chicago. It now looks as if the question of what constitutes the said profits will be settled in the year 1920, unless the legal and judicial forces of the U. S. A. blow up under the strain of trying to interpret a railroad's bookkeeping.

The Illinois Central squandered on the lake front in Chicago many years ago, and thereby got into another quarrel with the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

## The Illinois Central

BY GEORGE FITCH.

Author of "At Good Old Swank."

### AMERICAN RAILROADS

BY GEORGE FITCH.

Author of "At Good Old Swank."

WHEN an American railroad starts out on its travels, there is no telling where it will end. The Illinois Central was built under the auspices of the state of Illinois in the earliest part of the century. The Illinois Central was built under the auspices of the state of Illinois in the earliest part of the century. The Illinois Central was built under the auspices of the state of Illinois in the earliest part of the century.

When the Illinois Central was first built, it formed a backbone for the state, running from Freeport to Cairo. However, Chicago, which grew up afterward, disturbed the center of circulation and seriously threatened the Chicago branch of the road is now its greatest property. It is double tracked from Chicago to New Orleans and has 4800 miles of road, including a line to Omaha. It also exercises a paternal supervision over the Yazoo Valley system, a competing line in Mississippi, which it owns. Competing for business with one's self under another name is one of the pleasantest forms of amusement ever devised.

When the Illinois Central was built, it received much aid from the state of Illinois, in return for which it has paid the state a percentage of its earnings and allow the governor to sit on its board of directors. One of its favorite local diversions is the Illinois Central fair, which is held in the city of Chicago. It now looks as if the question of what constitutes the said profits will be settled in the year 1920, unless the legal and judicial forces of the U. S. A. blow up under the strain of trying to interpret a railroad's bookkeeping.

The Illinois Central squandered on the lake front in Chicago many years ago, and thereby got into another quarrel with the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000 after paying 5 percent on \$100,000,000 capital.

The Illinois Central to get mad at Theodore Roosevelt for building the Panama canal.

and should have the first place in the hearts and thoughts of its people and the city of Chicago. The latter is smarter than the state of Illinois. It settled the question itself by moving the lake front away from the rail-

road. The Illinois Central built the first elevated track in Chicago and made so much money hauling visitors to the world's fair in 1893 that it hasn't been able to spend all of it since. It does the greatest suburban business in the west and will electrify its Chicago terminals about 1917 A. D. The Illinois Central has always paid good dividends, and during the last year it managed to earn \$55,000,000 and pile up a surplus of \$2,000,000